SHRI B. K. GADHVI: Sir, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI H. HANUMANTHAPPA): I shall now put the motion regarding consideration of the Tamil Nadu State Legislature (Delegation of Powers) Bill, 1988, to vote.

The question is:

"That the Bill to confer on the President the power of the Legislature of the State of Tamil Nadu to make laws, be taken into consideration."

The motion was adopted.

THE VICE CHAIRMAN: We shall now take up the clause by clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI BUTA SINGH: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): I shall now put to vote the motion regarding consideration of the Tamil Nadu Agricultural Service Co-operative Societies (Appointment of Special Officers) Amendment Bill, 1988.

The question is:

"That the Bill further to amend the Tamil Nadu Agricultural Service Co-operative Societies (Appointment of Special Officers) Act, 1986, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

श्री भजन लाल : श्रीमन् मैं प्रस्ताव करता करता हूं कि कि :

"बिल पास किया जाय।"

The question was put and the motion was adopted.

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): The question is:

"That the Bill further to amend the Tamil Nadu Cooperative Societies (Appointment of Special Officers) Act, 1976, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): We shall now take up clause-by-clause consideration of the Bill.

Clause 2 was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

श्री भजन लाल : श्रीमन्, मैं प्रस्ताव करता हूं कि :

"बिल पास किया जाय"।

The question was put and the motion was adopted.

I Resolution approving Recommendations of the Railway Convention Committee

II The Appropriation (Railways) Bill, 1988

III The Appropriation (Railways) No. 2 Bill, 1988

IV The Appropriation (Railways) No. 3 Bill, 1988

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): Now the

House will take up the Resolution and the Appropriation (Railways) Bills.

रेल मंत्रालय में उपमंत्री (श्री महाबीर प्रसाद) : उपसभाध्यक्ष महोदय, मैं संकल्प प्रस्तुत करता हूं :

"कि यह सभा रेलवे उपकरण द्वारा सामान्य राजस्व को देय लाभांश की दर तथा रेलवे वित्त और सामान्य वित्त से संबंधित अन्य अनुषंगिक मामलों की पुनरीक्षा करने के लिए नियुक्ति की गई रेलवे अभिसमय समिति, 6-9-85 के दसवें प्रतिवेदन में, जो 23 फरवरी, 1977 को संसद में प्रस्तुत किया गया था, अन्तर्विष्ट पैरा 11 से 14 में की गई सिफारिशों का अनुमोदन करती है।"

श्रीमन्, 20-3-85 को लोक सभा में तथा 28-3-85 को राज्य सभा में पारित एक संकल्प द्वारा रेल अभिसमय समिति का गठन 1 मई, 1985 को किया गया था। समिति की नियुक्ति रेल उपक्रम द्वारा इस समय सामान्य राजस्व को दी जा रही लाभांश की दर एवं सामान्य वित्त के साथ-साथ रेलवे वित्त से संबंधित अन्य अनुषंगिक माडलों की समीक्षा करने तथा सातवीं योजना अवधि (1985-90) के लिए इस संबंध में अपनी सिफारिशें करने के लिए की गई थी।

रेल मंत्रालय ने समिति को तीसरा अन्तरिम ज्ञापन प्रस्तुत किया था जिसमें अनुरोध किया था कि रेल अभिसमय समिति, 1980 के द्वारा यथा अनुशंसित तथा वर्ष 1987-88 के लिए यथा-पारित रेलों और सामान्य वित के बीच वित्तीय व्यवस्थाएं वर्ष 1988-89 के लिये जारी रखने की अनुमति दी जाय, जब तक कि सातवी पंचवर्षीय योजना, जिसके लिए समिति को ज्ञापन भी प्रस्तुत किया जा चुका है, के लिए समिति द्वारा अपनी अंतिम सिफारिश नहीं दे दी जाती। रेल अभिसमय समिति, 1985 ने अन्तरिम ज्ञापन पर विचार कर लिया है तथा रेल मंत्रालय द्वारा उसमें दिये गये प्रस्तावों पर अपनी सहमति दे दी है, लेकिन समिति की अंतिम सिफारिशें प्राप्त हो जाने के पश्चात इसमें पूर्वव्यापी समायोजन यथा समय किये जा सकेंगे।

इन्हीं शब्दों के साथ मैं इस सदन के समक्ष यह संकल्प विचारार्थ प्रस्तुत करता हूं।

श्रीमन्, मैं प्रस्ताव करता हूं :

"कि रेलों के प्रयोजनार्थ वित्तीय वर्ष 1988-89 की सेवाओं के लिए भारत की संचित निधि में से कतिपय राशियों के संदाय और विनियोग को प्राधिकृत करने वाले विधेयक पर जिस रूप में वह लोक सभा द्वारा पारित किया गया है, विचार किया जाय।"

श्रीमन्, मैं प्रस्ताव करता हूं :

"कि रेलों के प्रयोजनार्थ वित्तीय वर्ष 1987-88 की सेवाओं के लिए भारत की संचित निधि में से कतिपय और राशियों के संदाय और विनियोग को प्राधिकृत करने वाले विधेयक पर, जिस रूप में वह लोक सभा द्वारा पारित किया गया है, विचार किया जाय।"

श्रीमन्, मैं प्रस्ताव करता हूं कि :

"31 मार्च 1986 को समाप्त हुए वित्तीय वर्ष के दौरान रेलों के प्रयोजनार्थ कुछ सेवाओं के लिए अनुदत्त रकमों से अधिक जितनी रकमें उक्त वर्ष के लिए उन सेवाओं पर व्यय की गई है उनको चुकाने के लिए भारत की संचित निधि में से धन का विनियोग प्राधिकृत करने का उपबन्ध करने वाले विधेयक पर, जिस रूप में वह लोक सभा द्वारा पारित किया गया है, विचार किया जाये।"

The questions were proposed.

SHRI DIPEN GHOSH (West Bengal): Mr. Vice-Chairman, Sir, before I start, may I know how long the House will sit? If it is adjourned at 6 o'clock, it is all right. According to

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the Business Advisory Committee, three hours have been allotted for discussing the two Appropriation Bills and the Resolution.

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): The allotted time is three hours. But it depends upon the number of speakers. If there are not many speakers it may be finished in one hour or one and a half hours.

SHRI DIPEN GHOSH: Let it be decided.

THE VICE-CHAIRMAN (SHRI H. HANUMANTHAPPA): Tomorrow being the last day, there is a lot of business.

SHRI DIPEN GHOSH: What business is there?

THE VICE-CHAIRMAN (SHRI H. HANUMANTHAPPA): Farewell is there.

SHRI DIPEN GHOSH: There is no Question Hour tomorrow.

THE VICE-CHAIRMAN: (SHRI H. HANUMANTHAPPA): Let us not waste time. Please start your speech.

SHRI DIPEN GHOSH: Mr. Vice-Chairman, Sir, first of all I concentrate on the Resolution which has been moved by the hon. Deputy Minister for Railways about the recommendations of the Railway Convention Committee in respect of dividend payable by the Railway undertaking to the General Revenues for the financial year of 1988-89.

Mr. Vice-Chairman, Sir, you are aware that again this time this Resolution has been put forth on the basis of a provisional proposal made by the Railway Board to the Railway Convention Committee. It is for the last three successive years that they have been putting this type of provisional proposals. Last time they made a provisional proposal. The Railway Board could not submit a proposal for the entire quennium up to 1989-90. If we go by the report, this time they have submitted proposals in first two separate memoranda containing proposals for payment of dividend to the General Revenues for the entire quinquennium 1985-86 to 1989-90 and other ancillary matters. Then another memorandum was submitted regarding dividend payable to the General Revenue, Contribution to the Railway Depreciation Fund and Railway Pension for the year 1988-89. According to this report, the Tenth Report of the Railway Convention Committee, the Committee could not consider the three proposals submitted in driblets by the Railway Board and they could not submit a comprehensive report. Again there is this provisional report which has been submitted and on the basis of which our hon. Deputy Minister has put forward the Resolution.

Sir, as you know, of course, we have to pass this Resolution. There is no option left to us but to pass this Resolution. But the fact is that in the memorandum the Railway Ministry or for that matter the Railway Board has gone in for market borrowings. They have already set up as Indian Railway Finance Corporation. Here is also a riddle Mr. Vice-Chairman, Sir. Since you particularly belong to the field of finance personally, I can seek indulgence from you for pointing out this particular riddle. Last year, the Railway Board had proposed for constituting a separate Railway Finance Corporation which will take recourse to market borrowings through Bonds. And out of that money this Railway Finance Corporation will acquire rolling stock and other assets for the Railways and those assets from the Railway Finance Corporation and they pay 10 per cent bond interest and one per cent towards administrative and service charge. Since these Railway Finance Bonds were declared to be tax-free, you can ssume that another 5 to 6 per cent has to be paid from the General finances to the investors. That means, for these market borrowings for financing the Railways, the Central Government will have to pay that way through the railway Department around 16 to 17 per cent interest. But, here,

6.00 P.M.

Sir, already you know how the Railways have been suffering from financial constraints. And for that, the Railway Board or for that matter, the Indian Railways, have not yet been able to pay the whole dividend liability to the General Revenues. Even in the 6th Report of the Railway Convention Committee which was submitted to Lok Sabha and Rajya Sabha on 2nd December, 1986, it was stated and I quote:

"The Committee observe that the capital output ratio of the Railways in 1984-85 was 3.26 per cent. The interest payable on the bonds proposed to be floated would be 10 per cent and according to the Railways about 1 per cent would be administrative cost thereon. Further, the Ministry of Finance have made these bonds tax-free, which will yield additional 6 per cent benefit to the investors, as it estimated in respect of similar bonds which have come in the market recently. Therefore, The total cost of this capital, to the government as a whole, would be in the region of 17 per cent. As the Railways have not been able to discharge their dividend payment liability even at the concessional rate of 6.5 per cent.." 6 per cent upto 1980 and 6.5 per cent after 1980—" and have incurred deferred dividend liability to the tune of Rs. 526.86 crores, the Committee apprehend that the additional burden for payment of interest on bonds, administrative charges, etc. would further reduce Railway ability to pay normal dividend. In these circumstances the Committee feel the scheme or floating bonds may instead of relieving burden may in fact increase the burden on the General Exchequer."

Mr. Vice-Chairman Sir, this is the riddle that when the Railways cannot pay its cumulative dividend liability to the General Exchequer, it has resorted to such type of public borrowings which has imposed a financial burden to the tune of 17 per cent interest. This is the riddle and 2 hope the hon. Minister will kindly enlighten me an us for that matter how the would take care of this particular problem. But, here, in this connection, Mr. Vice-Chairman Sir, I would like to draw your kind attention to another fact in connection with the setting up of this Indian Railway Finance Corporation for taking recourse to borrowings, public borrowings. Sir, on the 26th February, 1986 the Railway Budget was placed for the year 1986-87. In that budget speech the Railway Minister, the then Transport Minister, who was in charge of the railways, indicated that the railays were contemplating to constitute a finance corpeartion on their own so that that corporation could resort to public borrowings. Then on the 2nd September, 1986, a memorandum was submitted to the railway convention committee by the railway board. In that memorandum it was stated that the Indian railway finance corporation limited would raise Rs. 100 crores in the first instance through market borrowings through the issue of bonds. So, on the 2nd September; 1986; a memorandum was submitted to the railway convention committee and the railway convention committee was seize of the matter and they were holding discussions and holding talks with the Ministry of Finance and Ministry of Railways and the railway board officials and so on and so forth. But in the mean time what happened was that this report was submitted by the railway convention committee in April 1987. But in the memorandum what happend? In reply to unstarred question No. 942 on 12th November 1986 in the Rajya Sabha and through another starred question No. 145 dated 13th November, and unstarred question No. 2525 dated 20th November, 1986, in the Lok Sabha the Minister of Railways informed that this matter was under consideration. But in the mean time, on the 12th December, 1986, this Indian railway finance corporation was constituted and the charge of the function of public borrowings on behalf of the railways was entrusted to this corporation. Here there was a report of the railway convention committee also. I have got the report. I am not going to dwel on it in detail. The question is that when a proposal was forwarded to the railway convention committee, because it is a question of market borrowings, im-

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proving of augmenting the financial capability of the Indian railways, what steps the railway convention committee is suggesting to take through these issues and reduction of dividend payable to the general finance. In fact, it was the railway board which was not submitting the proposal in a comprehensive way for this purpose for the total *quinquennium* up to 1989-90, because of the fact that they were considering the proposal of going for public borrowings. So, when the entire matter was under the consideration of the railway convention committee, even the Minister himself had replied on the floors of both Houses that this was under consideration of the railway convention committee. But the railway board in the mean time had incorporated the corporation. This was mentioned in the Eighth report submitted to Parliament on the 22nd April, 1987. I think the Minister owes an explanation to Parliament why and under what circumstances the railway board had incorporated this corporation when it was to their information that it was under the consideration of the railway convention committee.

[The Vice-Chairman (Shri Jagesh Desai) in the Chair].

I hope, the hon. Minister will take note of this point. This has also come in for criticism in the report. I hope, he will take note of this point and reply to it. Mr. Vice-Chairman, Sir, now, I would draw the attention....

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Last point.

SHRI DIPEN GHOSH: But, Sir, your predecessor in the Chair had said that most of the speakers were absent and, therefore, I could take their time also, the time of the absentee-Members.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Mr. Ashwani Kumar is here.

SHRI DIPEN GHOSH: Nobody cares. Nobody takes interest. In fact you should be thankful to me that I have taken interest in railway matters.

Now, Sir, appropriations of amounts under various heads have been indicated in these Bills. I would only like to point out the manner in which the Railways are functioning. Of course, Parliament will pass the Vote on Account and grant the appropriations sought for by the hon. Minister. But the question is, what is the performance of the Railways since Independence? You know better than anybody else. Since Independence, during the last forty years of our Independence, only 8,000 kms. of new lines were laid over and above what was laid during the British raj... In 40 years. only 8,000 kms. There are several projects; some in regard to new lines, some in regard to doubling and some others in respect of conversion from metre gauge into broad gauge. All these projects have been there during the last forty years. At a point of time, it was seen—not in the distant past; only last year—that there were as many as 31 ongoing projects in the Indian Railways. I am not going to quote. But if you go through the details, you will find that among these 31 projects, there are projects which are pending for the last fifteen or seventeen years, there are projects which are pending for the last one or two years, there are projects which have not been completed as yet through undertaken some fifteen years ago and there are projects which have been completed even though taken up just two or three years ago. How under political influence and out of political considerations the Railway Ministry functions will be evident from the documents and reports of the various Committees including the Public Accounts Committee and the Railway Convention Committee. When you go through these reports, you will come to know about the sorry state of affairs prevailng in the Railways. I would just quote one or two instances.....

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): And then you will conclude.

SHRI DIPEN GHOSH: Only two points. I quote:

"In 1972, the Prime Minister laid foundation stones in respect of ten news

line projects and the Transport Minister or the Railway Minister laid foundation stones for 14 lines. Our of these 24 lines, for which foundation stones were laid from 1972 onwards, only two lines have been completed so far."

This shows the efficiency of the Railway Ministry. Again, I quote:

"At the time of the foundation-laying ceremony, it is normal to inform the gathering present about the programme of completing the project. The rate of progress except in case of Apta-Roha line has not been satisfactory till now."

But according to the Planning Commission, the progress of work on these schemes has to be seen in the light of the priorities enunciated. Given the constraints of funds, the progress of this work is understandable. But when they are aware of this constraint of funds, when they are aware of all these factors, why do they lay foundation stones for the new lines, why do they approve the projects for new lines, if they are not at all going to be taken up, far less the question of completing them? Therefore, will the Railway Minister kindly come out with a statement....He is smiling. I know what his predicament is. (*Interruptions*).

SHRI MAHABIR PRASAD: You are wrong. I will reply to that.

SHRI DIPEN GHOSH: This is the conclusion of this Committee's report which I am quoting:

"The Committee regret to observe that lines for which foundation stones were laid by no less a person than the Prime Minister of India or the Railway or Transport Minister of India, are ingering on for one reason or the other. This tends to give an impression that authorities concerned are not serious about the commitments made. The railways tend to lose their credibility."

This is the position. So, the railways have no credibility at all. This is not the position in regard to on-going projects only. If you go to the other aspects, you will find the same thing, what about the coaches, what about the wagons, what about the locomotives, what about the other rolling stocks? According to the Government information the passenger traffic has risen by 167.4 per cent since 1950-51. This is the information given by the Railway Board itself, the passenger traffic has risen by 167.4 per cent since 1950-51.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): That is all.

SHRI DIPEN GHOSH: This is the last year figure whereas the increase in the passenger carrying coaches has lagged behind to 126.0 per cent. Sir, the obvious consequence is you can appreciate, the stress and strain on the passengers. If passenger traffic rises and there is no rise in the passenger carrying coaches commensurating the rise in passenger traffic, what happens?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Now please conclude. You have made a very deep study, but the time is not there.

SHRI DIPEN GHOSH: I will seek your indulgence because for the first time I am speaking on the railways. It is my maiden speech on the railways. So, I should not be interrupted.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): There are still five more Members to speak.

SHRI DIPEN GHOSH: If you go by another information, approximately 43 per cent of the requirement for different types of coaches had been met against the total requirement of coaches during the Sixth Plan period. During this Sixth Plan period only 43 per cent of the requirement of coaches could be met. The obvious question arises, how would the balance requirement be met? The passengers had to go on the roof of the coaches. The passengers had to huddle themselves in a seat meant for two or three. Otherwise if during Sixth Plan, according to Railway Board's information only 43 per cent of the coaches

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requirement could be met, how could the balance be met? Wherefrom they could meet it? And if you go by another figure—of production of coach manufacturing units—most of the units are remaining under-utilised. This is the efficiency of the Railways!

As regards locomotives also, certain spare-parts of the locomotives are still being imported. No measures have been taken as yet to produce those things in our own country. I can name those items... ..

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): No, no; please do not do that. Time is very limited.

SHRI DIPEN GHOSH: ... which are being imported and how foreign exchange is being drained out for that purpose. There is scope for increasing the capacity of locomotive-manufacturing at Chittaranjan Locomotive Works. May I know from the Minister what specific proposal they have made to increase the production capacity of Chittaranjan Locomotive Works? In the meantime they have set up another Diesel Locomotive Works at Varanasi. That unit is also remaining under-utilised.

Similar is the case of wagons.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Time is very limited. Please conclude now.

SHRI DIPEN GHOSH: I will talk about wagons only. There are at present 5 lakh wagons on the line according to the Railway Board information, out of which 4 per cent are under POH. In addition, in order to meet today's requirements particularly for the targeted goods movement, during the Seventh Plan we require 96,000 more wagons—i.e. four-wheeler units. There are at present 6 wagon-producing units in the public sector and five in the private sector with their annual capacity of 17,440 and 11,000 wagons respectively. But the fact is that all these units are not at present engaged in the production of wagons. Some units have yet to start production, while some others have already diversified their production. But still we require more wagons. What steps the Railway Ministry is taking nobody knows.

If you go by the efficiency of the Railway Board, nearly 4 per cent of the wagons on line at a point of time; go under POH. The average POH time is 7.2 days in case of broad-gauge wagons and 9.15 days in case of metre-gauge wagons. If this percentage could be reduced by simply one per cent, approximately 5000 wagons would have been available for service. But that also the Railway Board could not arrange.

Similarly the turn-round period of the wagons is 12 days in case of broad-gauge wagons and 14.3 days for metre-gauge wagons . In case this turn-round period could be reduced by a day only by means of an increase in the speed of goods train and certain other measures, it would have released more wagons for goods traffic. Sir, about the rolling stock programme; coaches; wagon locomotives together...

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): You have taken 30 minutes.

SHRI DIPEN GHOSH: To meet the target of 340 million tonnes of originating freight traffic by the end of the Seventh Plan and the increase in the passenger traffic assessed at 2 per cent per annum during the Seventh Plan period—this is the Railway Board's calculation...

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI M. M. JACOB): He is knowledgeable.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Very knowledgeable. He has made very deep study. Keep it for some other occasion. Conclude.

SHRI DIPEN GHOSH: You don't want to...

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I would like to come and discuss with you in the lobby tomorrow.

SHRI DIPEN GHOSH: You don't want to strain the Deputy Minister.

SHRI ASHWANI KUMAR (Bihar): He is not going to reply anything of that.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Similar points were raised by Mr. Ashwani Kumar on the Railway Budget.

SHRI ASHWANI KUMAR: Nothing was replied.

SHRI DIPEN GHOSH: The Indian Railways are required to acquire 96,000 wagons; 1,235 locomotives; 6,970 passenger coaches and 950 electrical multiple units. But the percentage of output about which you are very much concerned, to total Plan allocation on railways; has been on the decline. That also has a connection with the Appropriation Bill.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Everything is there. But no time is there with me.

SHRI DIPEN GHOSH: The percentage of the outlay on the rolling stock to the total Plan allocation was 48 per cent during the Fifth Plan, which came down to 41.2 per cent during the Sixth Plan and further to 34.8 per cent during the Seventh Plan.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): That is all now please.

SHRI DIPEN GHOSH: Sir, if the acquiring of the rolling stock programme lags behind the requirement, what happens? There will be both intensive and extensive use of over-aged rolling stock. What does it mean? It runs the risk of interfering with the security and safety norms to be followed by the railways. So, the people who use the railways either for travelling or for sending their goods are simply at the mercy of these people. Everyday, every hour, every minute, every second, use of the trains is fraught with the danger of meeting with some kind of accident. That is why I wanted to conclude with this, that this is the efficiency of the railways.

So, I think, in any case, you are in a hurry; Mr. Jacob is in a nurry.

SHRI M. M. JACOB: Only 11 minutes were allotted to his party. I am not at all in a hurry.

SHRI DIPEN GHOSH: You are clubbing three items into one and allowing only three hours, and accordingly you have allotted the time. But the question is that you want us to sanction Rs. 100 crores within three hours.

SHRI M. M. JACOB: Mr. Dipen Ghosh is also a Member...

SHRI DIPEN GHOSH: We are supposed to represent the people.

SHRI M. M. JACOB: ... of the Business Advisory Committee. It is only that Committee which allotted 11 minutes to that party. He has taken 30 minutes now. That is what I pointed out.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Thirty-three minutes.

SHRI DIPEN GHOSH: Lastly, I would say that sooner this white elephant, the Railway Board is dismantled; the better it is for the countrymen, for the people who use the railways either for travelling or for sending goods. They are a most inefficient lot. They are incurring expenditure for their own comfort.

You can imagine, Sir; that in Howrah what they charge for cars. There is a cab road; and the cars come inside the platform. They have now issued instructions that Rs. 20 should be charged as the platform fee for one cab. Can you imagine when the first order was issued the Railway Board Officials had the cheek to say that

[Shri Dipen Ghosh]

even MPs, MLAs and public representatives also have to pay Rs. 20, but the Railway Officials; IAS Officers; Government Secretaries will be exempted from payment. We had to bring it to the notice of the Minister about how the big Railway bosses behaved.

SHRI SUKOMAL SEN (West Bengal): A little correction, Sir.

First they issued orders prohibiting cars of MPs and MLAs to enter the cab-road. When they protested, they issued another order saying that all cars can be parked there, but they would have to pay a fee.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): The Minister should get the facts checked up.

SHRI DIPEN GHOSH: I may tell another small thing. Suddenly in the Rajdhani Express AC Sleeper was put at the end or just near the engine. The AC First Class was kept at the centre. When we enquired they said it was for safety. We said: how could it be? I don't know; but I feel it could be for the safety of the people who travel by A.C. First Class that means Railway Board Members, Chairman and other high officials.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Has he given this in writing or orally they have told you?

SHRI DIPEN GHOSH: Yes. We had to take it up with the Minister. Even on small issues we have to go to the Minister every time and get the things rectified.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I would like to know if it was stated in writing that this was required for safety purposes.

SHRI DIPEN GHOSH: When the first inquiry was made, they said it was for safety purposes. We pointed out how the AC First Class coaches could not be taken to that position. Why?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Anyhow, you better check that up.

SHRI DIPEN GHOSH: Sir, no train in our country runs on time. Not even the Rajdhani Express runs on time. Most of our MPs travel by Rajdhani Express every week or twice a week. Most of the time it does not run on time. If we write about this to the Railway Board Officials they give one reason or other, this way or that way. This is the efficiency of the Railway Board. Therefore; I demand that this white elephant must be dismantled. Why should we have the Railway Board in addition to the Railway Ministry? There is no need for it.

With these words I conclude.

MESSAGE FROM THE LOK SABHA

The Illegal Migrants (Determination by Tribunals) Amendment Bill, 1988

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha signed by the Secretary-General of the Lok Sabha:

> "In accordance with the provisions of rule 96 of the Rules of procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Illegal Migrants (Determination by Tribunals) Amendment Bill, 1988; as passed by Lok Sabha at its sitting held on the 29th March, 1988."

Sir, I lay a copy of the Bill on the Table.

I. RESOLUTION APPROVING RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE—Contd.

II. THE APPROPRIATION (RAILWAYS) BILL, 1988—Contd.

III. THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1988—Contd.